



IDAHO TRANSPORTATION DEPARTMENT



ANNUAL REPORT

2003

"TRANSFORMING TRANSPORTATION"



"We provide high quality, cost-effective transportation systems that are safe, reliable and responsive for the economical and efficient movement of people and products."

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Charles L. Winder

Chairman's message

An English historian, in 1881, suggested that "Of all the inventions, the alphabet and the printing press excepted, those inventions which abridge distance have done the most for our civilization." The automobile was an emerging concept not yet refined; aviation and interstate freeways still lay in the future.

His message still applies though. There are few things more important to our active lifestyles and a healthy economy than an integrated transportation system. It gives us freedom of movement and access to the marketplace. Building that system was a great accomplishment; maintaining and improving it is just as challenging.

Although hampered by a slow economy lingering from the previous year, 2003 provided us with some significant progress in the Idaho Transportation Department. We reaffirmed our commitment to improve the state's major north-south route, U.S. 95, by completing a \$21 million project south of Coeur d'Alene. This project was the first of three segments that will serve motorists on the heavily traveled route between Coeur d'Alene and Worley. At the same time, the transportation department was approving designs for rebuilding a 21-mile stretch of the highway between Lewiston and Moscow.

You'll find similar projects in every corner of Idaho ... the Ashton Bridge, the new Montpelier to Geneva segment of U.S. 89, a new interchange near Twin Falls, new underpasses in Nampa and Mountain Home, and we're in the homestretch of the WYE Interchange in Boise.

The department maintained an ambitious and arduous construction schedule in 2003 while also promoting highway safety, expanding public transportation, improving services to drivers and commercial carriers, addressing congestion, laying a foundation for the future and welcoming our director Dave Ekern.

All of these events came at a time when resources were limited, budgets constrained and state employees stretched beyond realistic expectations. The transportation department learned to work smarter by implementing a number of efficiency measures during the past decade. The department has survived the economic storm by continually revisiting and reaffirming those efficiency measures.

We are confident that economic recovery is near, and that in the future we will have more resources to invest in the transportation infrastructure and in our dedicated employees. We will hold fast to the efficiencies that have enabled us to weather the storm. We will incorporate industry's best practices, look for new innovations and embrace the advantages of technology. As stewards of public trust, we will continue to accomplish more, and do it more efficiently.

That is our challenge.

That is our responsibility.

I credit the hard work and dedication of every Idaho Transportation Department employee for making these achievements possible. ITD employees are among Idaho's greatest assets.

A handwritten signature in black ink, reading "Charles L. Winder", written in a cursive style.

Chairman
Idaho Transportation Board



The transportation department's continuing commitment to improve U.S. 95 took a major step in 2003 with completion of a six-mile, \$21 million reconstruction/realignment from Mica to Bellgrove in northern Idaho.



Heavy equipment helped shape the top of a new retaining wall along U.S. 12 east of Lewiston in the summer of 2003. The wall, which was finished to resemble a natural rock formation, protects motorists from falling material.



David S. Ekern

Director's message

Transportation in America – and in Idaho – was built on vision and ambition, and is marked by success. The interstate highway system is complete from coast to coast. Our bridges span great divides. River systems and air travel offer us quick and efficient alternatives. We celebrate those achievements, but we cannot consider our job complete.

In 2003, the Idaho Transportation Department asked our citizens to dream about the future. How will we use technology to speed us along modern highways, making our journey faster and safer? How will we integrate all modes of transportation to give us more time with family or recreational pursuits, or careers? How will we design and build alternative vehicles that are more energy efficient and more environment-friendly?

The response of policy makers and Idaho citizens to this visioning process was remarkable. Every corner of the state had a major role in drafting a new vision. While citizens identified needs that were unique to their geographic area, they discovered an amazing consensus from border to border. The result is a message for all Idaho transportation agencies, not just ITD.

Citizens want a transportation future that:

- Creates a multimodal system that provides individuals with choices
- Supports a quality of life in Idaho, respects its history and protects its environment
- Engages people and businesses who use and operate the system in making decisions about transportation, and
- Achieves their goals within bounds of reasonable funding in new and creative ways.

We now know that we are truly entering the era of 21st Century transportation – one that will be international in scope, intermodal in form, intelligent (technology driven) in character and inclusive in its service. Our challenge now is to live the vision.

It's a tall order. But we have the ingenuity, talent and determination to transform transportation into the image of our changing state, nation and world. It is an exciting opportunity.

A handwritten signature in black ink that reads "David S. Ekern". The signature is written in a cursive, flowing style with a long, sweeping underline.

Director
Idaho Transportation Department

Transforming transportation: Looking at the road ahead

Long before captains Meriwether Lewis and William Clark arrived in what now is known as Idaho, there existed an efficient and effective transportation system. Native Americans in search of wildlife used well established routes, dictated by the contour of the rugged landscape. Geography still shapes Idaho's transportation system, determining where highways and bridges will be built, how people migrate from home to work, to recreation and to shopping.

Never before in history has mankind had the tools at his disposal to conquer geographic limitations – the technology to redefine transportation and the imagination to achieve it. We are, indeed, at the point of transforming transportation.

Which direction will it head? What shape will it take?

What resources will it require?

The Idaho Transportation Department began asking those farsighted questions in 2002 when it established a visioning process "Idaho's Transportation Future: Getting there Together" to project the state's needs 30 years from now.

It was not enough to assess current conditions, not enough to simply modify the existing system, not enough to settle for status quo.

The long-range view required thinking outside the lines and beyond the immediate calendar. The visioning process required an extensive statewide survey of key constituents and an exhaustive schedule of workshops. The process included a review/consensus-building workshop and a transportation summit in Boise, integrating public input and visions for the future.

Their efforts assumed the form of a 15-page draft of the 30-year vision released in the fall of 2003. The plan will help ITD, other state and local agencies and communities begin the march to a new transportation future.

What do Idahoans want from their transportation system in 2033?

They want transportation options that effectively, conveniently and safely get them to and from all of their destinations, and they want choices to evolve intelligently over the next 30 years, based on thoughtful evaluation, careful planning, preservation of options and coordinated/collaborative efforts.

They want a transportation system that meets their mobility needs, is flexible and responsive, is compatible with the environment and is an asset to their community.

A geographically and culturally diverse constituency envisions...

- Professionals and the aging population with a variety of transportation modes from public transit and carpools to pedestrian/recreation paths
- Communities with well-planned and well-coordinated land-use and transportation systems that include a good highway system
- Parks, bicycle paths and walkable neighborhoods supported by communities
- Goods and services moving easily within and through the state resulting in vibrant, growing economies, and
- Families with the choice to spend less time in their cars and more time together enjoying their lives.

The emerging transportation system will be international in scope, intermodal in form, intelligent in character and inclusive in service.

What does that mean?

Transportation in 2033 will include international trade corridors that enable the seamless movement of products and commodities through Idaho to markets in Canada, Mexico and Asia. Idaho will play an increasingly important role in the international economy.

Traditional forms of transportation – automobiles, trucks, trains, airplanes and boats – will be part of an integrated system that provides Idaho citizens myriad choices. Will they arrive at work on a bicycle, an electric one-passenger vehicle, a fuel-cell powered commuter shuttle, an articulated bus or light rail?

Emerging technology and intelligent transportation systems will avail citizens of new tools that make travel faster and safer. On-board computers and geographic positioning systems (GPS) will make it easier to plan trips and eventually could assume more of the manual tasks of driving.

Idaho's future transportation system will open new opportunities for service, more streamlined vehicle registration and online drivers' licensing. The future will include an integrated system that puts highway conditions, construction projects and tourist information within reach of all Idaho travelers.

Those technological advancements mean Idahoans will spend less time waiting and wondering, and more time moving.

How we get there will depend on the foresight and creativity of Idaho citizens and a responsive transportation department that continues to make the needs of Idaho its primary objective. The Idaho Transportation Department embraces their vision for the future and anxiously awaits the journey's first steps.

Assessing Idaho's transportation system

The Idaho Transportation Department's commitment to improve the state's transportation infrastructure and support Idaho's growing economy is driven by a strategic plan adopted more than a decade ago. The plan provides the foundation upon which priorities are established, decisions are made and responsibilities are outlined.

The strategic plan also identifies specific challenges that need to be addressed to ensure Idahoans the safest, most efficient transportation system. Among the priorities outlined by the plan are:

- Improving pavement condition statewide
- Rebuilding or replacing the state's aging bridges
- Relieving urban and rural congestion, and
- Developing programs to improve safety on the highways.

■ Pavement condition

Nearly a decade ago, the department made a commitment to substantially increase the quality of pavement on the state highway system. In 1994, only 63 percent of the pavement was considered to be in good or fair condition. The transportation department embarked on an ambitious program to improve the percentage of good pavement to 85 percent by 2004. By making pavement improvement a high priority, the department reached the target two years early. As more of the state's roads near the end of their seven-year surface life span, the percentage of good or fair pavement dropped slightly in 2003, to 84 percent.

To maintain that status, the department committed \$80 million to pavement-improvement projects the past year, rehabilitating 360 lane miles of pavement and reconstructing another 26 lane miles. That brings the total lane miles improved to 386 in 2003. District 1 in northern Idaho improved its pavement condition substantially the past year, bringing its level of "good" or "fair" pavement to 91 percent, exceeding the department's goal. District 5 in southeastern Idaho, improved its pavement condition to 93 percent the past year.

■ Bridge improvement

Many bridges in Idaho are approaching the end of their life expectancy. More than half of Idaho's bridges were built before 1964; that number will grow to 45 percent (793) in the next decade.



The transportation department's commitment to improving pavement condition paid off in 2002 when 85 percent of the surfaces were considered "good" or "fair." Continued attention will be necessary in 2004 as more highways approach the end of their "life-cycle."

ITD is engaged in a focused effort to extend the functional life of Idaho's bridges where possible and to replace others that are functionally obsolete or structurally deficient. Only 63 of Idaho's 1,750 bridges (or less than 4 percent) limit traffic because they have a weight, height or width restriction, or a combination of those restrictions. Weight-restricted bridges have a direct impact on commercial traffic; width-restricted bridges contribute to traffic congestion and safety concerns; and height-restricted bridges impact oversize-trucks. In an effort to address those shortcomings, the department has set the following targets for repairs and/or replacements by 2007:

- Reduce the number of weight-restricted bridges from 12 to 8
- Reduce the number of width-restricted bridges from 44 to 19
- Reduce the number of height-restricted bridges from 7 to 2

■ Congestion relief

Despite a slow economy the past year, population growth and demand for more efficient travel has continued at an unprecedented rate. Construction projects such as the WYE Interchange in Boise, U.S. 20 from Idaho Falls to West Yellowstone and bridge repairs/construction near Pocatello are major steps in reducing congestion on Idaho's crowded highways. The number of rural miles meeting the criteria of congestion increased slightly from 235 miles in 2002 to 240 miles in 2003.

ITD is implementing a unique new indexing system – developed internally – to identify the most congested routes. That system helps planners target highway segments and intersections that need revised patterns, additional passing lanes or new traffic signal timing.

The transportation department also formed a number of public involvement campaigns to encourage motorists to become part of the congestion solution. Studies are under way on Idaho 16, Interstate 84 through Boise and Idaho 75 near Ketchum and Hailey among other locations.

■ Safer Idaho highways

Through the concerted efforts of the Idaho Legislature, ITD's Office of Highway Safety and law enforcement, the use of seat belts by Idaho travelers

reached an all-time high in 2003. An estimated 72 percent buckle their belts (compared with 63 percent the previous year), which translates into fewer lives lost in car crashes. Seat belt use in passenger cars rose to 77 percent, while 76 percent of the passengers in vans and sport utility vehicles were buckled up. Crashes claimed 216 lives in 2002; roughly one-half of the 135 victims who were not properly restrained likely would have survived if they had been wearing seat belts.



Idaho Office of Highway Safety's Mary Hunter helped to kick off the "Click It, Don't Risk It" seat belt campaign in 2003. Idaho achieved the fifth-greatest improvement nationwide in seat belt use.

Lawmakers doubled the fine that motorists face for not wearing a seat belt in Idaho and not ensuring compliance by all occupants in their vehicle. Drivers now can incur fines of up to \$42.50 if they and their passengers are not properly restrained. Governor Dirk Kempthorne signed the bill into law in April.

A youthful voice of experience helped drive home the Idaho Office of Highway Safety's seat belt campaign in May. Former Melba High School student body president Caloub Huttash appeared at a ceremony on the Ada County Courthouse steps to launch the "Click It, Don't Risk It" promotion. Huttash was driving without his seat belt fastened in July 2001 when he fell asleep at the wheel. He narrowly escaped death when his car crashed; months of painful rehabilitation followed. Huttash was chosen to be the national teen spokesperson at the "Click It or Ticket" campaign in Washington, D.C.

In addition to its emphasis on increased seat belt use, the Office of Highway Safety initiated a campaign to reduce impaired driving. Crashes involving drivers who are under the influence of alcohol accounted for more than 88 percent of the impaired driving crashes in Idaho in 2002. Almost 6 percent were directly linked to driving while under the influence of drugs; just under 5 percent involved a combination of drug and alcohol use.

The Office of Highway Safety also introduced a campaign to increase public awareness about the deadly consequences of aggressive driving. Using billboards and television and radio ads, the initiative encouraged drivers to assess their own habits to minimize aggressive behaviors, one of the largest causes of automobile crashes. Aggressive driving includes behaviors such as following too close, driving too fast for conditions, running a red light or rolling through a stop sign.



Winter plowing and summer maintenance of Idaho's transportation system ensure safe travel and the efficient transport of goods.

Supporting a strong economy, a clean environment and Idaho's quality of life

■ A key role in Idaho's economy

The goal of the Idaho Transportation Department is clear: provide and maintain a transportation system that safely and efficiently moves people and goods from where they are to where they need to go.

Providing those connections requires a complex and highly efficient department. No other single state agency has such a widespread and direct impact on Idahoans – from Bonners Ferry to Preston. Uniting 1,834 individuals in common purpose is central to the task. ITD employees exemplify the truest meaning of public service, regardless of venue – from soliciting public input about proposed projects and streamlining the registration process to maintaining safe winter routes and responding to crises on Idaho highways.

■ Models of efficiency

An annual assessment by the University of North Carolina-Charlotte ranks Idaho as the fifth most cost-effective transportation system in the nation. The Hartgen Report "Ensuring our Trust: Performance of State Highway Systems 2001," released in February 2003 acknowledges measures ITD has implemented the past decade to become more efficient.

The role transportation plays in driving the national economy – and Idaho's – has never been more apparent than during the past two years of fiscal tribulation. Agricultural producers need to move their commodities to awaiting consumers; manufacturers need to move supplies and products to customers; and commuters need to reach their workplace.

Transportation is the fundamental link that makes those exchanges possible.

■ Return on investment

Healthy, growing businesses, with an eye on the future, constantly invest in themselves. Their philosophy is simple – strength comes from within. The Idaho Transportation Department embraces the same concept by committing 94 percent of its resources to its products – the highway system and services to motorists.

Expenditures in highway operations and contract construction accounted for 88.4 percent of the department's spending in fiscal year 2003. That translates to \$371 million for Idaho's highways and related programs – a \$164 million increase from Fiscal Year 1994. The Motor Vehicles, Aeronautics, and Public Transportation budget units represented 5.4 percent of expenditures. Costs for

the Transportation Planning and administrative budget units comprised just 6.2 percent of fiscal year 2003 spending, down from 8.8 percent in 1994. What does that mean to Idaho taxpayers? Their financial investment in the transportation department is channeled to where it produces the most benefit – improving the state's transportation system and making travel safer for motorists.

In FY03, the transportation department invested \$296.8 million in Idaho's transportation infrastructure, supporting more than 14,000 jobs. The Federal Highway Administration estimates that each billion dollars invested in the transportation system translates into 47,500 jobs. And today, 11.3 million Americans (one in 11) are employed in transportation occupations.

■ Stewards of the environment

As stewards of the public trust, ITD has a responsibility to complete construction projects with the least possible impact on the environment. Federal agencies have adopted a number of environmental safeguards, from the Clean Water and the Clean Air acts to the Endangered Species and National Historic Preservation acts, all of which set compliance standards. ITD is committed to meeting those standards, not only because compliance is required, but because it is the right thing to do.

Every federally funded transportation project requires some form of clearance through the National Environmental Policy Act (NEPA). The purpose is to ensure that ITD's decisions and practices have little or no adverse impact on the environment. If such consequences are unavoidable, the department's next priority is to minimize the impact, and as a last resort, establish mitigation measures to compensate for that impact.

The results are visible throughout the state. ITD engaged in nearly a dozen projects in 2003 to protect archaeologically or culturally important sites, build structures to protect migrating wildlife, preserve sensitive wildlife habitat and wetlands, protect endangered species and minimize the effects of freeway traffic on neighborhoods by building sound barriers.

ITD already enjoys a strong working relationship with a number of other federal and state agencies, including the U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration (NOAA) Fisheries and the U.S. Army Corps of Engineers. The transportation department funds full-time positions at all three federal agencies in Boise to ensure that environmental standards are considered early in construction planning and that through close collaboration, those projects can be expedited.

■ A citizen-driven process

Idaho's transportation system is a complex network of highways, roads, interstates, bridges, railroads, recreation paths, airports, seaports ...

And people.

It is more than the 1,834 people who collectively comprise the Idaho Transportation Department. It is more than contract construction crews and professional consultants. Those employees are entrusted with building, maintaining and managing the system, but ultimately that system belongs to the citizens of Idaho who depend on it daily to carry them from place to place.

The demands and desires of Idahoans truly drive decisions affecting Idaho transportation, and their voice is critical to shaping the system. That is a basic tenet of "context sensitive design" – creating projects that fit within social, economic and environmental context. Idaho citizens want projects to be compatible with their communities. They also want designs that are environmentally sensitive, incorporate engineering excellence and are delivered on time and within budget.

Shared participation and public involvement are critical components of context sensitive design. That process includes talking and listening, teaching and learning. While projects are not expected to be unanimously endorsed by every citizen, the transportation department is committed to providing the greatest possible benefit to the greatest number of people. Dialogue is a fundamental part of the decision-making process. From town-hall to "store-front" meetings, to advisory groups and public hearings, the process encourages interaction.

Decisions balance the need for safe and efficient transportation with the need to preserve economic, social and environmental conditions. The transportation department strives to be not only a good provider, steward and caretaker, but also a good neighbor. The open lines of communication stimulate a sense of shared ownership and a common vision.

The information collecting and sharing process begins at the grassroots level, is passed through ITD's professional staff and is conveyed to the transportation board. Concerns are addressed. Decisions are rendered. Action is taken.



A two-year, seven mile project to realign and rebuild U.S. 89 in eastern Idaho was a textbook example of protecting the environment during highway construction.



Idaho Lieutenant Governor Jim Risch lent a hand, and his signature, to a concrete panel as part of the reopening of a new Interstate 84/U.S. 93 interchange near Twin Falls.

ITD's professional staff is an important conduit through which information passes. The transportation board depends on recommendations from staff in order to make prudent decisions, and in turn, depends on staff to carry out those decisions.

It is more than a vertical process, though. Input to the board comes from a variety of sources, including nearly a dozen transportation advisory boards, directly from constituents, state legislators, regulators, other government agencies and the governor.

How extensive is ITD's reach?

Consider the Division of Public Transportation. It interacts with and serves five metropolitan planning organizations that serve the state's population centers, five urban transit providers, 11 organizations that represent cities of fewer than 50,000, and more than 70 other organizations statewide that provide public transportation to the elderly and persons with disabilities. All have the opportunity to express needs and request assistance.

Ultimately, the intent of the transportation department's public involvement process is to ensure that stakeholders have a voice in issues that matter to them.

■ Planning and visioning

The transportation department, through its Planning Division, took a major step into the future in 2003 with the completion of a 30-year transportation visioning process. The seeds for "Idaho's Transportation Future: Getting there Together," were planted in 2002 and reached fruition at the end of this year with a draft plan for the state's transportation system.

Public input began with a survey of approximately 2,500 individuals who were identified as interested stakeholders. An online survey also collected input from others interested in the transportation future. A series of six regional meetings, a Future Search Workshop and Transportation Summit followed.

The culminating 15-page document captures the desires of Idahoans statewide and will serve as a guide in the development of transportation systems over the next three decades.

■ Public Transportation

Statewide Rideshare Program

ITD's Public Transportation Division works with community groups and local governments that provide transportation choices for commuters, such as carpool or vanpool programs. The division is a conduit for distribution of federal funds to local governments. In 2003, recipients were the Bannock Planning Organization, Wood River Rideshare, City of Lewiston and Ada County Highway District. The funds were used for projects to promote rideshare programs and financed the purchase of a van to begin services in Bannock County.

Expansion of services

Funding was awarded to Valley Transit of Lewiston to begin a fixed-route service in Moscow. Preliminary work has been completed to secure community support and funding, and to develop routes through the city. Larger buses have been ordered and services will begin in early 2004, connecting the city and the University of Idaho. Services also have been expanded to McCall and Bonners Ferry.

Vehicle Investment Program expands transportation options

ITD continues to make transportation options available to rural Idaho through its unique Vehicle Investment Program. State funds, combined with federal and local funds, translated into the purchase of 12 vehicles for use in Idaho's rural areas in 2003. Since 1999, the division has provided funding for a total of 63 vehicles.

Interagency Working Group

ITD works closely with the Interagency Working Group (IWG), a coalition of state and local agencies. The group is charged with toppling barriers that would prevent the availability of transportation services to Idahoans who need it most. ITD is a valued partner in this process, providing expertise and technical support in reworking traditional ways of moving people. IWG initiatives include the Pocatello Regional Transit Demonstration Project, serving senior citizens, Medicaid clients, persons with disabilities and the general public.

ITD is developing a unique partnership in northern Idaho – the North Central Idaho Rural Access initiative – to expand public transportation with existing

resources. The goal is to use school buses to transport Medicaid clients and then extend the rides to the general public. In some cases, buses will be used when they are not used to transport students; in other instances, citizens will have the option of riding buses into town along with students.

■ Service for Idaho drivers

Going 'first-class' saves nearly \$250,000

A legislative change meant a big savings in administrative and postage costs for the driver services division. A revision in the law allowed the more than 60,000 driver license notifications (formerly sent by certified mail) to be distributed through first-class mail, resulting in a savings of nearly \$250,000 per year.

The division also expanded online access to driver records. Now available at county offices throughout the state, individuals or employers have another option for retrieving driver records, which also are available through the state's Internet portal or by mail directly from ITD.

Tapping into the power of the Internet

Idaho motorists now can get on line – not in line. The Division of Motor Vehicles introduced a new online vehicle registration process in 2003. The pilot program began in Ada County in August; the rest of the state will go online in the future, reducing the length of time motorists spend in line to renew their vehicle license plates. The potential salary savings is estimated to be between \$12,000 and \$50,000 annually.

Port of Entry/Special Permits

Issuing permits to commercial truckers carrying over-legal loads went online in 2003. The move resulted in improved service and reduced wait time for motor carriers, and forestalls the need for additional staff members.

Customizing vehicle plates

Creative options for Idaho drivers expanded by four in the past year with the introduction of the Appaloosa horse, Corvette owners, Peace Officer's Memorial and Wildlife Cutthroat Trout specialized license plates. The 2003



The Idaho Transportation Department assists local jurisdictions like Commuteride in Ada County to provide transit alternatives. Commuteride purchased 21 new vehicles for its vanpool program in 2003.



A two-state, multi-agency project to provide rest for U.S. 12 travelers and followers of the Lewis & Clark Expedition opened with a day-long gala celebration in 2003. The rest area and visitors center is a replica of a 1930s Forest Service ranger

Legislature also approved three others for introduction in the coming year: Boy Scouts of America, Whitewater Rafting and STARS (motorcycle training).

■ Issues of national concern

The Division of Motor Vehicles served as host for a regional American Association of Motor Vehicle Administrators meeting in June. The Sun Valley event included more than 275 people from throughout the United States and Canada. Participants learned about improving customer services during a budget crisis, emerging technology, homeland security and how to develop a training program for older drivers.

■ Idaho's scenic value

Motorists traveling Idaho's scenic byways were guided by 564 new signs and promotional literature in 2003 as a result of a \$552,000 grant from the Federal Highway Administration's scenic byway program. New, multi-colored signs replaced brown-and-white signs, many of which were in poor condition. Federal funds also were used to develop a corridor management plan for the Western Heritage Historic Byway, implement a corridor plan for the Pend Oreille Scenic Byway and the Northwest Passage Corridor, and construct a new information sign at the Banks-Lowman intersection that leads to the Wildlife Canyon Scenic Byway.

The transportation board also approved nine projects totaling \$2.1 million as part of the FY04 Federal Scenic Byway Discretionary Program. Funds will be used for signs along the Pioneer and Thousand Springs scenic byways, an information kiosk at the Donnelly rest area and improved vehicle access, parking, pedestrian trails and restroom facilities at Canoe Camp along the Northwest Passage Scenic Byway on U.S. 12 near Orofino.

Idaho's rest areas, which coexisted and competed with other highway construction projects for funding, will stand as separately funded entities beginning in 2004. Rest area development, renovation and maintenance will have a \$4 million budget, of which \$2.6 million will be targeted for annual development or improvement of existing facilities, and \$1.4 million will be devoted to facility maintenance.

■ Aeronautics program for pilots, public

Airport grants

Through the Idaho Airport Aid Program, the Aeronautics Division allocates grant funds to improve airports and landing strips throughout the state, from

Bear Lake to Buhl and Cottonwood to Coeur d'Alene. The program funds projects such as runway improvements, security upgrades, land acquisitions and safety enhancements.

Airports in more than 35 communities received a total of \$1.6 million in grants, including:

- **Buhl** – runway improvements will provide safer take-off and landing conditions (\$11,244)
- **Driggs** – a land purchase creates a larger safety zone (called an apron) around the airstrip (\$19,664)
- **Cottonwood** – deteriorated taxiways and the runway will be resurfaced, providing a smoother, safer path for aircraft traffic on the ground (\$176,060)
- **Rigby** – a runway rehabilitation project, taxiway paving and creation of a staging area for aircraft provide safer conditions (\$124,974)
- **Sandpoint** – acquisition of land allowed for the relocation of a taxiway parallel to the existing runway (\$33,988)

Backcountry flying

Rugged Idaho is attracting pilots to its 30 backcountry airports in increasing numbers. Keeping them safe as they land and take off from isolated, geographically challenging airstrips is a paramount concern of ITD's Division of Aeronautics. Education about the difficult procedures required to use those backcountry airstrips can mean the difference between life and death.

Through early December 2003, there were 49 accidents in Idaho, resulting in a record 20 deaths, many of which were flights destined for or originating from the state's small airstrips. The number of accidents exceeded the 10-year record high for a calendar year of 46 set in 1999, with less than a month remaining.

Pilot education helps mitigate the inherent risks involved in backcountry flying.

The annual Aviation Festival and Safety Conference held in Boise in March provided educational forums to increase safe flying while celebrating 100 years of powered flight. The Northwest Mountain Family Fly-In in McCall also provided

an opportunity for aircraft safety inspections and evaluations of backcountry flying skills. The Fly-In also featured a number of safety-related workshops, including backcountry survival skills and emergency flight maneuvering techniques.

In addition to organizing these events, the Division of Aeronautics provides an ongoing series of safety seminars for new and seasoned pilots, including flight instructor refresher and mountain flying clinics. It also sponsors a three-day Aviation Career Education (ACE) academy for teens throughout the state.



The Aeronautics Division coordinates safety inspections and pilot education seminars to improve the safety of pilots who use the state's backcountry airports in increasing numbers.

■ Safety on Idaho's roads

In addition to programs designed to increase seat belt use and curb aggressive driving and impaired driving, the Idaho Office of Highway Safety introduced new programs this year for teenagers and young passengers.

The Office of Highway Safety created a unique, interactive web site for teenage drivers to provide a strong educational message in a fun, challenging format. XTR4.com (Xtra Training Resource for teens) includes interactive games and gifts for qualified, registered users.

A new tool designed to help rescue efforts involving children in auto crashes was distributed for the first time in Idaho in 2003. The WHALE program – "We Have a Little Emergency" – provides emergency workers instant identification of a child in a car safety seat in the event an adult in the car is injured and unable to talk. It also gives critical information about a child's health and medical needs. Kits are distributed statewide through Emergency Medical Service providers, hospitals, local law enforcement and retailers.

The greatest risk to children 4-8 years of age is the lack of any safety restraint in a vehicle. Changing that is part of the Office of Highway Safety's campaign, "4 Steps for Kids." The campaign provides a series of guidelines that ensures children who have outgrown their car seat are properly restrained in booster seats until they are tall enough to fit in adult seat belts. The office collaborates with health departments throughout Idaho to spread the message, offering child passenger safety classes for childcare providers and emergency service providers, permanent child safety seat check-up sites and clinics and free safety seats for qualifying parents.

■ Life-saving responses

ITD employees increasingly make the difference between life and death, a point never more evident than it was in 2003.

- Recognizing a roadside call for help, maintenance workers Jon Mensinger and Zane Smith intervened by providing life-saving communication for a Forest Service worker stricken by a heart attack or stroke on Idaho 55. Mensinger and Smith summoned medical assistance and rendered aid while awaiting an ambulance from McCall.
- Misti Lockie, Policy and Procedures Coordinator, used training she received through an ITD class in cardio pulmonary resuscitation to literally breath life into her friend's father who suffered a heart attack while attending a rodeo.
- Chuck Chapin, a 33-year ITD maintenance employee, noticed a motorist driving the wrong way on I-84 and immediately took emergency action. He crossed over the median, turned his truck's overhead lights on and raced the opposite direction to get in front of the wrong-way driver. He safely directed the driver, who suffered from Alzheimer's disease, to the median away from 75-mile-per-hour oncoming traffic.
- In October, an ITD employee and his son were en route to a hunting trip when they noticed a vehicle alongside the road. They returned to the truck and found a man waving at passing motorists. He was confused but able to talk. Bill Foust used the man's cellular phone to call ahead for medical assistance. He then drove the stricken man at 85 miles per hour to the nearest hospital – in Cottonwood. A physician estimated the victim, who had suffered a heart attack, would not have survived another half-hour without assistance from Foust and his son, Seth.



ITD maintenance foreman Chuck Chapin helped avert a major catastrophe on Interstate 84 this year by chasing and stopping a wrong-way driver. It was one of numerous incidents in which transportation department personnel interceded on behalf of Idaho citizens in need.

■ Commitment to U.S. 95

Reflecting its longstanding commitment to improve safety and travel conditions on U.S. 95, the department completed the first phase of a 21-mile realignment near Coeur d'Alene and laid the foundation for a new four-lane highway between Moscow and the top of the Lewiston Hill.

The first segment of the **Mica-Worley** project was completed this fall, at a cost of about \$21 million. Curves were straightened and the highway realigned to make the first six-mile segment between Mica and Bellgrove much safer for motorists. Two other contiguous segments also will be reconstructed and realigned to expand travel lanes and shoulders while reducing hazardous curves. Total cost of the project will be about \$60 million.

That project connects with a five-mile segment that was resurfaced and widened to four lanes this year – from **Mica Creek to Cougar Creek** – improving travel all the way to Coeur d'Alene.

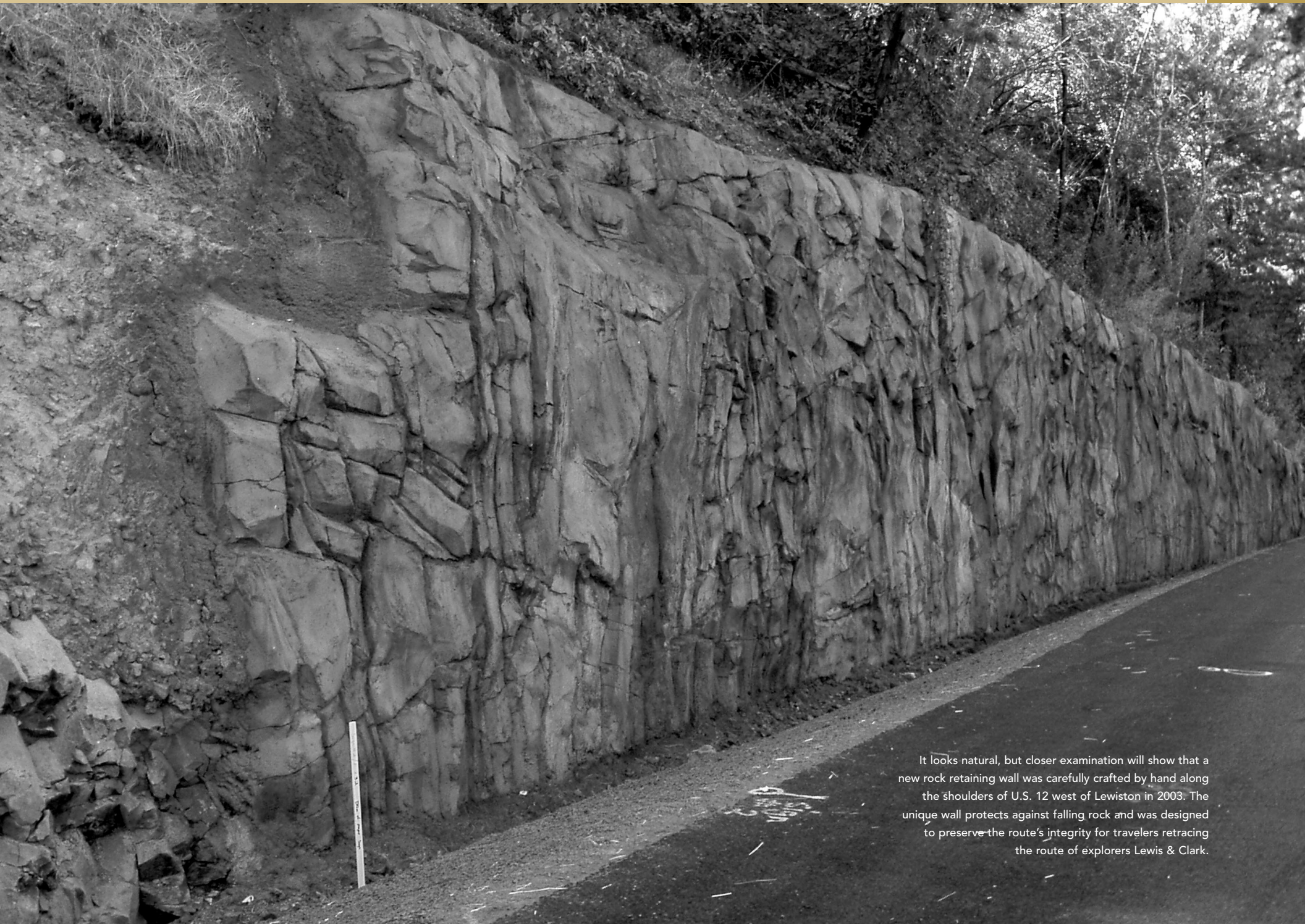
Two other major projects will extend the transportation department's commitment to improve U.S. 95 between the Canada and Oregon borders. Work began this year to reconstruct and realign approximately five miles from the junction of Idaho 1 to Round Prairie. The first part of the project, which includes two bridges over the Moyie River, will cost about \$20 million. As funding becomes available, four other segments also will be rebuilt.

Farther to the south, right-of-way purchases are under way that will allow the expansion of U.S. 95 from two to four lanes between the top of the **Lewiston Hill and Moscow**.

Commuters and agricultural producers heavily use the route. The \$60 million project will begin about six miles north of Lewiston and proceed to Moscow's southern entrance. It will be constructed in three phases. When the new four-lane route is completed, it will connect with a new five-lane entrance into Moscow. The \$4.1 million, two-year project launched in 2003 widens the highway between **Sweet Avenue and the South Fork Palouse River Bridge** from two lanes with ditches to five lanes with curbs and gutter and a center turn lane.

Building a stronger, safer Idaho

What benefits have Idaho citizens realized for their investment in the state transportation system? The answer is evident in the department's remarkable accomplishments in calendar year 2003.



It looks natural, but closer examination will show that a new rock retaining wall was carefully crafted by hand along the shoulders of U.S. 12 west of Lewiston in 2003. The unique wall protects against falling rock and was designed to preserve the route's integrity for travelers retracing the route of explorers Lewis & Clark.

■ Northern Idaho

East of Lewiston, the transportation department installed a unique rock retaining wall along **U.S. 12 near Lenore**. It used a “soil-nail” process that anchors the concrete retaining wall to the near-vertical hillside behind it. The face was hand-finished to make it appear like natural rock. The route will be well traveled in the next few years as motorists retrace portions of the Lewis & Clark trail in commemoration of its 200th anniversary.

ITD joined a multi-agency partnership to construct a new **visitor’s center and rest area at Lolo Pass on U.S. 12** near the Idaho Montana border. The modern facility serves as a gateway for Lewis & Clark travelers. An all-day dedication and formal opening of the facility in June included a drum and fife corps from Missouri and presentations by area Indian Tribes. Other partners in the \$4.6 million facility included the Federal Highway Administration, the U.S. Forest Service and the Montana Department of Transportation.

The transportation department provided federal enhancement funds to complete a cultural/informational project at **U.S. 12’s eastern entrance to Lewiston**. Renowned regional artists created a series of lifelike iron sculptures in the highway median to portray a Nez Perce Indian encampment and the arrival of the Lewis & Clark expedition.

Other northern Idaho projects:

- In a model of interagency cooperation, **Idaho 5/Main Street, St. Maries**, features an improved turn at Fourth and Main streets. It was completed in conjunction with the city’s efforts to revitalize the downtown core area. Working with the city, local businesses and a community development block grant from the Idaho Department of Commerce, the project included improvements to the roadway, sidewalks, lighting and landscaping.
- A new concept in curing chip seals was applied on three high-traffic volume highways in northern Idaho, including **Idaho 8** from Moscow to the Idaho-Washington border, **U.S. 12** east of Lewiston and **Idaho 41** north of Post Falls. Road Armor is a chemical treatment that allows surfaces to cure in two hours rather than 24 hours, enabling traffic to return much faster.
- One lane of traffic was maintained on the Spalding Bridge east of Lewiston during a \$850,000 deck rehabilitation project.

■ Southern Idaho

The largest highway construction project in Idaho history reached a milestone

in 2003; two major underpasses were completed to safely and efficiently move motorists under railroad tracks in Nampa and Mountain Home; and public-driven initiatives began to address unprecedented growth and commuting demands in southern Idaho.

Ideal weather conditions allowed rapid progress on **Stage 2 of the WYE Interchange** that connects Interstate 84 with I-184 in Boise. Two new ramps with overpasses were completed in 2003 (Cole-Overland on-ramps and the Franklin Road off-ramp), pavement was replaced and approximately five miles of noise mitigation walls were constructed.

The only major work remaining on the \$36 million, Stage 2 project is widening eastbound I-84 between Five Mile Road and the Cole-Overland Interchange, building an exit ramp from eastbound I-84 to the Cole-Overland intersection and construction of additional noise mitigation walls. Completion is expected by the summer of 2004.

The first of two new underpasses in southern Idaho formally opened to the public in January, drawing a crowd of about 1,000 Nampa residents. They celebrated a city reunited after completion of the **Interstate 84 Business Route, 11th Avenue Underpass**. The \$16 million project included widening the route to four lanes, adding a pedestrian overpass across 11th Avenue, building disabled accessible walkways through the underpass and improving vertical clearance to 16 feet.

Approximately 60 miles to the east and nine months later, residents of Mountain Home celebrated completion of a similar project. Interstate 84 Business Route, **Mountain Home Railroad Underpass**, opened in September after two years of construction. The four-lane underpass replaced a 64-year-old structure and was located about 200 feet southeast of its predecessor.

It features lighted pedestrian walkways, preservation of an art deco facade and nearby landscaping of a park-like setting. The \$18 million project eliminates perennial problems of underpass flooding and provides a more efficient route for traffic between the city and Mountain Home Air Force Base.

Reconstruction and rehabilitation of a nine-mile section of eastbound **I-84, from Glenns Ferry to King Hill**, provides faster and safer travel for motorists and improves the route for agricultural truck traffic. The \$10.4 million, seven-month project replaced a badly deteriorated and cracked road surface. A parallel project will reconstruct and rehabilitate the westbound segment of I-84 in 2004.

A newly constructed **interchange at I-84 and U.S. 93**, three miles north of Twin Falls, formally opened in November. The \$7.3 million project included new ramps and redesigned access (including a third lane and free-running loop ramp along U.S. 93) to I-84 and a new westbound overpass. Motorists accessing I-84 have wider travel lanes and a safer route.

Two outside lanes of the outbound connector (I-184) near Boise were rebuilt in 2003, providing an improved driving surface and safer access to I-84 for westbound commuters. The \$6.6 million **I-184, Emerald Street to Curtis Road** project included resurfacing, landscaping and slope paving to match the inbound route. Two lanes of traffic in each direction were maintained during daytime construction.

The public has joined ITD in discussing options to relieve congestion on several heavily traveled routes in southwest Idaho: **Idaho 55** (Eagle Road) between I-84 and Eagle; **Idaho 16** between Emmett and Boise, **I-84** from Orchard Avenue to Gowen Road; and **Idaho 75** between the Timmerman junction and Ketchum/Sun Valley.

Public input will play a critical role in the transportation department's efforts to provide safer, more efficient travel on these routes.

Other southern Idaho projects:

- Garrity Boulevard, Nampa City Limits to Garrity Interchange; \$3.6 million; widens the highway from three to five lanes, installs a new traffic light at the eastbound I-84 on-ramp, provides safer access to I-84; anticipated completion, spring 2004.
- U.S. 20/26, Chinden Boulevard widening; \$2 million; widened the road to five lanes from Eagle Road to Cloverdale Road; completed in December 2003.
- I-84, Meridian to WYE Interchange; \$2 million; repaired joints using innovative dowel-bar retrofitting and replaced concrete; completed November 2003.
- Initial work has begun on widening and repaving a 17-mile segment of the City of Rocks Backcountry Byway. More than \$4 million has been committed to the project thus far. Congress approved another \$910,000 in 2003 to begin construction on the \$11 million project. The byway is the only paved road leading to the City of Rocks National Reserve in the Sawtooth National Forest.



Idaho Governor Dirk Kempthorne joined Native American tribal leaders in a flag procession that was part of the Lolo Pass Visitor's Center and Rest Area formal opening in June. The multi-agency project provides travelers who retrace the Lewis & Clark Expedition route a place to rest and learn more about the historic journey.

In order to minimize the construction impact on motorists, contractors often worked at night on the WYE Stage 2 project near Boise. The state's largest highway construction project is on schedule for completion in 2004.



■ Eastern Idaho

One of the largest projects of its kind in Idaho – reconstruction and realignment of **U.S. 89 between Montpelier and Geneva** – was completed nearly a year ahead of schedule in the fall of 2003.

Launched in 2002, the \$15 million project required relocating a portion of the highway to the opposite side of the scenic mountain pass, painstaking care to preserve the aquatic qualities of Montpelier Creek, and reshaping the roadway, one truck load at a time. During the two-year project, approximately 2.9 million cubic yards of material were moved, including a major cut near the Trout Pond, and nearly 280,000 tons of crushed material were added. The displaced material would cover a seven-acre parcel to a height of about 250 feet.

The new route through Bischoff Canyon includes a wider roadway and shoulders, gentler curves and more wintertime sunlight. ITD worked closely with a number of agencies and consultants to ensure minimal impact on the environment and preservation of two cultural sites discovered during excavation.

Traffic on the heavily traveled segment of **U.S. 20 between Idaho Falls and West Yellowstone** will flow over a new \$4.8 million bridge near Ashton in 2004. A three-year, \$4.8 million project eliminates a bottleneck on the route with a new five-lane bridge that includes a center turn bay. Motorists now travel over two new lanes finished in July. Demolition of the old bridge and construction of the second half of the new structure began in 2003.

Congestion mitigation and preservation of the highway system were the impetus behind several major construction projects in eastern Idaho. Five different passing lanes were constructed from **Soda Springs to Preston**, new signals were installed at **Blackfoot** and **Montpelier** and the **Snake River Bridge** northbound lanes, damaged by floods in 1997, were replaced at a cost of \$4.4 million. Three bridges were replaced on Idaho 37 – **Spring Creek, Rock Creek** and **Sand Hollow**.

A continuing emphasis on highway improvement enabled eastern Idaho's District 5 to reach a 7 percent pavement deficiency rate. That level was achieved, in part, by a 15-mile project from **Deep Creek to the Idaho-Utah border** and an eight-mile segment between **McCammon and Downey on Interstate 15**.

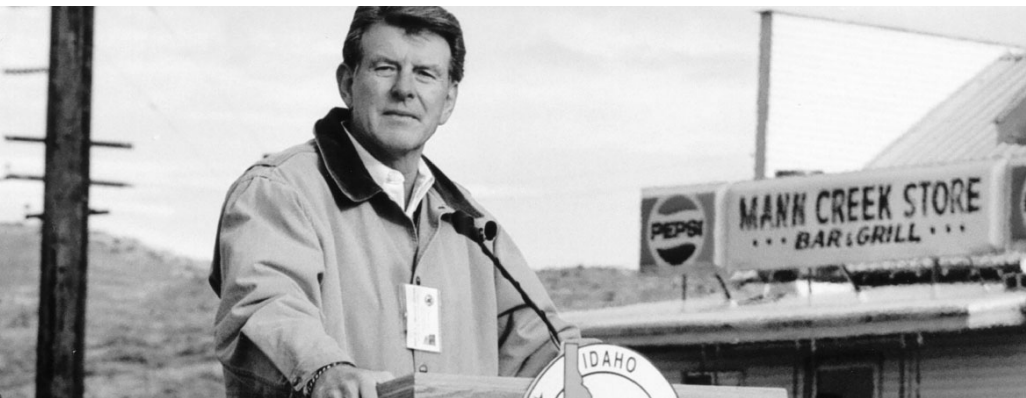
In the coming year, the department plans to launch two major projects that will address rapidly increasing traffic volume and heavy agricultural use. One will widen an eight-mile stretch of **U.S. 91, between Preston and the Idaho-Utah border** (\$19.7 million), in cooperation with the Utah Department of Transportation. The other will widen a 3.5-mile segment of **U.S. 30 between Topaz and Lava Hot Springs** and is the first part of a corridor plan that will provide four lanes from Soda Springs to McCammon.

Other eastern Idaho projects:

- A rehabilitation project on Idaho 33 through downtown Rexburg was completed with virtually no disruption of business and little inconvenience to motorists. A nighttime work schedule allowed the transportation department to maintain two traffic lanes and access to businesses during the \$1.3 million project.
- A highway improvement project significantly improved the appearance and quality of Main Street in Challis and on the Challis Spur. The \$1.4 million project included the replacement of deteriorated sidewalks, curbs and gutters, and widening the existing roadway.
- U.S. 93 in downtown Mackay was reconstructed and realigned from Park Avenue to Artemesia Avenue. The roadway was widened to include left turn lanes, parking spaces and bicycle lanes. The \$1.4 million project also included new curb, gutter, sidewalks, storm drains and lights.
- A 22-mile segment of U.S. 93, between Challis and the Salmon River Bridge, was rehabilitated and resurfaced at a cost of \$2.5 million. It provides safer, smoother travel.

Paving crews take advantage of eastern Idaho's ideal summer conditions to resurface a portion of highway. Completion of several major projects enabled District 5 in southern Idaho to achieve a 93-percent level for "good" or "fair" highway surfaces.





Idaho Congressman C.L. "Butch" Otter talked about the promise of an improved U.S. 95 during a groundbreaking ceremony for reconstruction/realignment of the Mann Creek Curves north of Weiser.

Defining fiscal accountability

■ The importance of federal funding

Optimism over signs of mild economic recovery late in 2003 and the hope for slight relief from two years of budget holdbacks were tempered by a significant unknown – reauthorization of the federal transportation bill.

Federal reauthorization provides stable and continual program funding levels for multiple years (usually six) and sets the parameters within which ITD operates its highway construction program.

The Transportation Equity Act for the 21st Century, known as TEA-21, expired on September 31, 2003. Highway operations nationwide, and in Idaho, moved ahead only through a five-month continuing resolution passed by Congress. That stopgap measure provides funding through February 2004.

The new generation of federal funding will serve as a six-year roadmap for transportation programs and construction activities. The shape of the new federal bill is critical to the department's ability to maintain a safe, efficient transportation system and provide for the needs of a growing state.

Since approximately 50 percent of the department's total revenue comes from federal authorization, it is imperative that historic federal funding levels be maintained for Idaho. Radical changes in the minimum amount guaranteed to states could have a significant and detrimental impact on the department's budget and its role in an integrated federal transportation system.

Idaho's other priorities in discussions about federal reauthorization include:

- Increasing total federal funding available for surface transportation
- Continuing federal funding for rural transportation
- Maximizing program flexibility while minimizing federal regulation
- Promoting safety programs
- Enhancing federal lands funding and eligible use, and
- Identifying high-priority projects for funding.

■ Budget needs for FY2005

Reflecting Idaho's slow emergence from two consecutive years of economic struggles, the Idaho Transportation Department requests a slight decrease in spending authority for FY2005. It proposes spending \$425.9 million, a small (1%) decline from the FY 2004 Legislative appropriation of \$429.8 million.

The conservative fiscal approach is dictated by a state economy that is expected to show a very slow rate of increase.

While other state agencies can draw some conclusions from statewide forecasts, ITD's revenue isn't tied with the general fund and does not depend on the same tax collection. State general-fund revenue includes personal, sales and corporate taxes. Increased collections in those areas could drop without impacting ITD. Conversely, if the economy continues a slow recovery, as expected, increased tax collections for the general fund will not translate into more revenue for transportation.

For example:

Gasoline tax receipts to the transportation department from the Highway Distribution Account (HDA) are anticipated to grow at a modest rate of 2 percent from FY03 actual collections in the coming fiscal year. That would yield \$84.6 million to ITD in FY05.

The small growth reflects slowly increasing gas prices through FY04 and slow increases in travel over previous years. Vehicle miles traveled are expected to increase through the year, but as cars become more fuel efficient, increased miles will not necessarily translate into increased revenue.

Gasoline taxes account for 50 percent of the HDA revenue. Special fuels (diesel fuel) account for 19 percent; car registrations produce 16 percent; commercial truck registrations 13 percent; and other sources 2 percent.

Revenue from passenger car registrations are anticipated to grow slightly during the forecast period, at \$25.6 million. But commercial truck registration and permit revenues are predicted to decline from the FY03 forecast. Passenger and commercial vehicles account for nearly 29 percent of the state revenues to ITD.

Aviation revenue in Idaho is expected to be relatively flat in the coming fiscal years. Although an increase in airline service is anticipated, carriers will offer fewer flights as a way of maximizing passengers per flight.

ITD's budget request for FY05 includes several major features:

Indirect cost recovery

The transportation department gained greater flexibility over federal construction funds in 2003 when it began including indirect costs along with direct costs for federal projects. The new indirect cost recovery plan was implemented July 1, 2003, through an agreement with the Federal Highway Administration.

It does not increase the level of federal funding, but makes those funds available earlier and allows the department the flexibility to use them on state projects. In the past, only direct project expenses were eligible for reimbursement from FHWA.

Transfer of personnel

The budget also reflects the transfer of 4.5 full-time equivalent positions from the transportation department to the state tax commission for conducting motor carrier audits. As a result, ITD reduced its permanent contingent of employees from 1,838 to 1,834.

Enhancements

ITD also includes three enhancements in its request for FY05, totaling \$1 million in federal funds and \$66,000 in dedicated funds:

- \$1 million for the third year of the Federal Aviation Administration's Non-Primary Entitlement program. The federal "pass-through" grant enables greater flexibility in planning and completing projects at five participating airports.
- \$50,000 to establish ongoing funding in the department's capital facilities program for scheduled Aeronautics projects. Funds will be used to improve the buildings and airport facilities at the 30 state-owned airports.
- \$16,000 for the installation of a Terrain Avoidance Warning System on the state-owned King Air turbo-prop airplane. The system automatically warns a pilot that a crash is imminent unless immediate action is taken. The FAA requires installation of the warning system by March 2005.

Resources and references

■ Idaho Transportation Board

A seven-member group of Idaho citizens is responsible for setting policy that guides the planning, development and management of the state's complex and far-reaching transportation system. Board members come from all walks of life with varying professional and personal backgrounds, but their collective purpose is to ensure a safe, efficient transportation system that serves the needs of Idaho citizens.

Six board members represent specific regions of the state aligned with the department's six districts. They serve staggered six-year terms, beginning February 1. A seventh board member – the chairman – serves at the pleasure of the governor. The chairman is responsible for conducting monthly meetings and votes in the event of a tie.

To ensure a truly representative process that is receptive to public input, the board generally meets once in each of the state's six districts annually; the remaining six meetings are held at ITD Headquarters in Boise.

To learn more about the board, review board minutes or preview meeting agendas, access the following web site: www2.state.itd.us/id/board/execs.htm



Chairman

Charles L. Winder

Serves at the pleasure of the governor
No term expiration



District 1

John McHugh

Term expires January 31, 2007
Counties: Benewah, Bonner, Boundary, Kootenai, Shoshone



District 2

Bruce Sweeney

Term expires January 31, 2004
Counties: Clearwater, Idaho, Latah, Lewis, Nez Perce



District 3

Monte McClure

Term expires January 31, 2009
Counties: Ada, Adams, Boise, Canyon, Elmore, Gem, Owyhee, Payette, Valley, Washington



District 4

Gary Blick

Term expires January 31, 2006
Counties: Blaine, Camas, Cassia, Gooding, Jerome, Lincoln, Minidoka, Twin Falls



District 5

Neil Miller

Term expires January 31, 2005
Counties: Bannock, Bear Lake, Bingham, Caribou, Franklin, Oneida, Power



District 6

John X. Combo

Term expires January 31, 2008
Counties: Bonneville, Butte, Clark, Custer, Fremont, Jefferson, Lemhi, Madison, Teton

Board secretary

Sue Higgins

3311 W. State Street, P.O. Box 7129, Boise, Idaho 83707-1129
Telephone: (208) 334-8808; Fax: (208) 334-8195
E-mail: shiggins@itd.state.id.us

Office of the Director

David S. Ekern, Director

3311 W. State St., P.O. Box 7129
Boise, Idaho 83707-1129
Telephone: (208) 334-8807 • Fax: (208) 334-8195
E-mail: dekern@itd.state.id.us

Office of Budget, Policy and Intergovernmental Relations

Julie Pipal, Manager

3311 W. State St., P.O. Box 7129
Boise, Idaho 83707-1129
Telephone: (208) 334-8804 • Fax: (208) 334-8195
E-mail: jpipal@itd.state.id.us

Office of Internal Review

Carri Rosti, Manager

3311 W. State St., P.O. Box 7129
Boise, Idaho 83707-1129
Telephone: (208) 334-8834 • Fax: (208) 334-3858
E-mail: crosti@itd.state.id.us

Office of Public Affairs

Jeff Stratten, Manager

3311 W. State St., P.O. Box 7129
Boise, Idaho 83707-1129
Telephone: (208) 334-8817 • Fax: (208) 334-8563
E-mail: jstratte@itd.state.id.us

■ Divisions

Administrative Services

Susan Simmons, Administrator

3311 W. State St., P.O. Box 7129
Boise, Idaho 83707-1129
Telephone: (208) 334-8046 • Fax: (208) 334-8195
E-mail: ssimmons@itd.state.id.us

Aeronautics

Bob Martin, Administrator

3483 Rickenbacker St.
Boise, Idaho 83705-6545
Telephone: (208) 334-8775 • Fax: (208) 334-8789
E-mail: bmartin@itd.state.id.us

Highways

Jim Ross, Chief Engineer

3311 W. State St., P.O. Box 7129
Boise, Idaho 83707-1129
Telephone: (208) 334-8803 • Fax: (208) 334-8195
E-mail: jross@itd.state.id.us

Motor Vehicles

Morris Detmar, Administrator

3311 W. State St., P.O. Box 7129
Boise, Idaho 83707-1129
Telephone: (208) 334-8606 • Fax: (208) 334-8739
E-mail: modetmar@itd.state.id.us

Public Transportation

Laurence Falkner, Administrator

3311 W. State St., P.O. Box 7129
Boise, Idaho 83707-1129
Telephone: (208) 334-8281 • Fax: (208) 334-4424
E-mail: lfalkner@itd.state.id.us

Transportation Planning

Charles Rountree, Administrator

3311 W. State St., P.O. Box 7129
Boise, Idaho 83707-1129
Telephone: (208) 334-8484 • Fax: (208) 334-4432
E-mail: crountre@itd.state.id.us

■ Districts



District 1

Engineer: L. Scott Stokes
600 W. Prairie Ave., Coeur d'Alene, Idaho 83815-8764
Telephone: (208) 772-1200 • Fax: (208) 772-1203
E-mail: sstokes@itd.state.id.us

Location: Northern Idaho

Counties: Benewah, Bonner, Boundary, Kootenai, Shoshone

Area: 7,752 square miles

Lane miles: 1,421



District 2

Engineer: James F. Carpenter
2600 Frontage Road, P.O. Box 837, Lewiston, Idaho 83501-0837
Telephone: (208) 799-5090 • Fax: (208) 799-4301
E-mail: jcarpent@itd.state.id.us

Location: North-Central Idaho

Counties: Clearwater, Idaho, Latah, Lewis, Nez Perce

Area: 13,403 square miles

Lane miles: 1,461



District 3

Engineer: Pamela K. Lowe
8150 Chinden Blvd., P.O. Box 8028, Boise, Idaho 83714-8028
Telephone: (208) 334-8300 • Fax: (208) 334-8917
E-mail: plowe@itd.state.id.us

Location: Southwest Idaho

Counties: Ada, Adams, Boise, Canyon, Elmore, Gem, Owyhee, Payette, Valley, Washington

Area: 21,884 square miles

Lane miles: 2,524



District 4

Engineer: Devin O. Rigby
216 S. Date St., P.O. Box 2-A, Shoshone, Idaho 83352-0820
Telephone: (208) 886-7800 • Fax: (208) 886-7895
E-mail: drigby@itd.state.id.us

Location: South-Central Idaho

Counties: Blaine, Camas, Cassia, Gooding, Jerome, Lincoln, Minidoka, Twin Falls

Area: 11,572 square miles

Lane miles: 2,329



District 5

Engineer: Ed Bala
5151 S. 5th Ave., P.O. Box 4700, Pocatello, Idaho 83205-4700
Telephone: (208) 239-3300 • Fax: (208) 239-3367
E-mail: ebala@itd.state.id.us

Location: Southeast Idaho

Counties: Bannock, Bear Lake, Bingham, Caribou, Franklin, Oneida, Power

Area: 9,491 square miles

Lane miles: 1,815



District 6

Engineer: Tom E. Cole
206 N. Yellowstone Ave., P.O. Box 97, Rigby, Idaho 83442-0097
Telephone: (208) 745-7781 • Fax: (208) 745-8735
E-mail: tcole@itd.state.id.us

Location: Eastern Idaho

Counties: Bonneville, Butte, Clark, Custer, Fremont, Jefferson, Lemhi, Madison, Teton

Area: 18,588 square miles

Lane miles: 2,290

■ Advisory organizations

In order to make wise decisions that truly represent the needs of Idahoans, the transportation department relies heavily on the expertise of advisory boards and professional organizations. The following groups meet regularly and make recommendations to ITD staff and the Idaho Transportation Board.

- Aeronautics Advisory Board
- Congestion Mitigation and Air Quality Improvement Program Technical Review Committee
- Enhancement Advisory Committee
- Idaho Automobile Dealers Advisory Board
- Idaho Traffic Safety Commission
- Local Highway Technical Assistance Council
- Motor Carrier Advisory Committee
- Public Transportation Interagency Working Group
- Public Transportation Advisory Council
- Scenic Byway Advisory Committee
- Technology Transfer Center Advisory Committee

A load of lumber from Tamarack travels to southern Idaho and to national markets. Railroads remain a vital transportation mode for the shipment of Idaho's commodities and products.



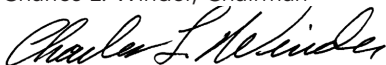
State of Idaho - Idaho Transportation Department State Highway Fund

Certification of Receipts and Disbursements Cash Basis July 1, 2002 - June 30, 2003

Prepared By:
David O. Tolman, Controller
Idaho Transportation Department



Certified:
Idaho Transportation Board
Charles L. Winder, Chairman



Cash Balance - July 1, 2002			\$23,996,675
Receipts			
Transfer From Highway Distribution Account	165,710,360		
Miscellaneous Receipts	<u>25,101,843</u>		
Total State Receipts	190,812,203		
Federal Aid	209,821,700		
City & County Contributions	<u>4,765,700</u>		
Total Receipts		405,399,603	
Disbursements			
Expenditures	413,845,147		
Transfers Out	<u>421,300</u>		
Total Disbursements		<u>414,266,447</u>	
Net Change in Cash Balance			(8,866,844)
Cash Balance - June 30, 2003			15,129,831
Long Term Investment Account Balance - July 1, 2002	55,475,883		
Less: Partial Redemption - Long Term Investment Acct	(5,500,000)		
Interest Earned on Long Term Investment Account	<u>2,673,097</u>		
Long Term Investment Account Balance - June 30, 2003			52,648,980
Total Cash & Investments - June 30, 2003			\$67,778,811
Less: Outstanding Encumbrances		(14,163,311)	
ST Program Obligations	28,032,501		
State Match on Federal Program Obligations	5,702,500		
Rural Secondary Exchange/Material Source Prog	<u>885,689</u>		
Total State Funds for Highway Program Obligations		<u>(34,620,690)</u>	
Total Encumbrances & Obligations as of June 30, 2003			(48,784,001)
Sales Tax Liability	58,780		
Deferred Revenue	4,624,335		
Deposits from Locals	294,059		
Railroad Crossing	53,177		
Contractor Retained %	<u>776,497</u>		
Total Liabilities			(5,806,848)
Net Resources Available - June 30, 2003			\$13,187,962



3311 W. State Street • P.O. Box 7129

Boise, Idaho 83707-1129

www2.state.itd.us/id